

REMARKS/ARGUMENTS

Favorable reconsideration of this application as presently amended and in light of the following discussion is respectfully requested.

Claims 1-20 are presently active in this case, the Abstract amended, and Claims 1, 3-4, 6-7, 9-10, 12, 14-15, 17 and 19-20 amended by way of the present amendment.

In the outstanding Office Action, the Abstract was objected to; Claims 1 and 7 were rejected under 35 U.S.C. § 112, first paragraph; Claims 1, 7, 19 and 20 were rejected under 35 U.S.C. § 112, second paragraph; Claims 1, 2, 4-8, 10-13, 15-18 and 20 were rejected under 35 U.S.C. § 102(b) as being anticipated by U.S. Patent No. 5,086,385 to Launey et al.; and Claims 3, 9, 14 and 19 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Launey et al. in view of U.S. Patent No. 5,086,385 to Eriksson et al.

With regard to the objection to the Abstract, submitted herewith is an amended Abstract which is limited to the required 150 words. Therefore, the objection to the Abstract is believed to be overcome.

With regard to the rejection of Claims 1 and 7 under 35 U.S.C. § 112, first paragraph, the present amendment deletes the phrase “sensitive input keys adjacent to the liquid crystal display.” Therefore, the rejection is moot.

With regard to the rejections under 35 U.S.C. § 112, second paragraph, Applicants have amended Claims 1, 7, 19 and 20 to correct or render moot the informalities noted in the outstanding Office Action with respect to these claims. Therefore the rejection under 35 U.S.C. § 112, second paragraph, is believed to be overcome.

Turning now to the merits, in order to expedite issuance of a patent in this case, Applicants have amended independent Claims 1, 7, 12 and 17 to clarify the patentable distinctions of the present invention over the cited references. Specifically, each of Applicants’ independent Claims 1, 7, 12 and 17 recites a main menu that includes a first

system image showing status information for a first system of the plurality of aircraft cabin systems, and a second system image showing status information for a second system of the plurality of aircraft cabin systems. In addition, these independent claims recite that a first system menu or second system menu can be displayed on the display screen in response to a user touching the touch sensitive key corresponding to the first or second system, and also in response to the user touching the first system image or second system image. Finally, independent Claims 1, 7, 12 and 17 have been amended to recite that at least one of the first and second system images is a spatial map of the aircraft cabin showing status information for different locations within the aircraft cabin.

Figure 4 of Applicants' specification as originally filed shows an exemplary configuration covered by each of Applicants' Claims 1, 7, 12 and 17, as amended herein. As seen in this figure, the display screen includes a main menu 10 having five separate system images corresponding to respective systems of the aircraft cabin. Also included on the display is touch sensitive keys 3. As discussed in paragraph [0022] of Applicants' specification, the main menu 10 provides a general overview of the overall cabin status and includes essential information regarding various cabin systems to allow the desired cabin system to be selected either by touching the touch sensitive keys or by touching the image area of the display screen 2. This provides the user with a simple interface for both identifying a cabin system of interest based on the status shown in the main menu, and quickly selecting the system of interest. As further shown in Figure 4, the system images are each a spatial map of the aircraft cabin, and several of these spatial maps (Examples 12, 13 and 17) show status information for different locations within the aircraft cabin.

In contrast, the cited reference to Launey et al. discloses an expandable home automation system having various display menu configurations. As seen in Figures 12A-12G of Launey et al., a touch screen display can include various system or function keys provided

along a left and right edge of the display. As seen by the difference among the various Figures 12A-12G, selection of one of the function keys provides a single menu in a center region of the display corresponding to the function key selected. The selected menu provided in the center portion of the display may provide status information about the selected system. However, Launey et al. discloses status information only for the selected system, and does not display on a single screen status information for first and second systems. The only way a user can get system status information from this arrangement in Launey et al. is by separately accessing the submenus of respective system keys. This does not provide a convenient status overview from which a user can identify a system of interest from a single screen and select the system of interest from a submenu containing more detailed information.

The secondary reference to Ericksson et al. discloses a multifunction control device for a vehicle. As seen in Figures 4-6 of Ericksson et al., the display screen 22 includes a plurality of function keys associated with different systems within the automobile. As seen in Figure 4 of Ericksson et al., the display 22 can include a “normal use” display having driver and passenger temperature settings, as well as a volume setting displayed. As seen in Figures 5 and 6, the climate function key may be pressed to provide an “active use” display or “advance use” display showing more detailed control features of the climate function. However, the system images provided on the display 22 (such as the temperature and volume settings) cannot be touched by a user in order to activate a submenu associated with these functions. Rather, control mouse 18 includes switches 54, 56 and 58 that are used to control the various systems displayed on the display 22. That is, to the extent that the temperature and volume displays are considered system images, these system images are not touch sensitive in order to active a submenu as required by Applicants’ independent claims.

Indeed, the display 22 does not appear to include any reconfigurable touch screen inputs, but rather includes only hard wired function keys.

Thus, the combination of Launey et al. and Ericksson et al. does not disclose a main menu that includes a first system image showing status information for a first system of the plurality of aircraft cabin systems, and a second system image showing status information for a second system of the plurality of aircraft cabin systems, and first and second system menus displayable on the display screen when the respective image is touched by the user. Thus, Claims 1, 7, 12 and 17 patentably define over the cited references.

Further, neither Launey et al. nor Ericksson et al. disclose that at least one of the first and second system images is a spatial map of the aircraft cabin showing status information for different locations within the aircraft cabin. As noted above, Figures 12A-12G of Launey et al. merely show function keys in combination with a single control menu associated with a selected function key. The display 22 of Ericksson et al. displays only cursory information associated with different systems, such as volume or temperature setting. Neither Launey et al. nor Ericksson et al. disclose a spatial map at all. Indeed, the system of Ericksson et al. would not provide such a spatial map, because the system is designed for an automobile which is too small to provide different system status indications on a spatial map. This provides another patentable distinction for Claims 1, 7, 12 and 17 over the cited references.

For the reasons discussed above, Applicants' independent Claims 1, 7, 12 and 17 patentably define over the cited references. As Claims 2-6, 8-11, 13-16 and 18-20 depend from Claims 1, 7, 12 or 17, these dependent claims also patentably define over the cited references. Nevertheless, Applicants have amended the dependent claims to clarify further patentable distinctions of the invention over the cited references.

Specifically, Applicants' dependent Claims 3, 9, 14 and 19 have been amended to recite that the main menu is a status menu including three or more system images each

showing information for a respective one of said cabin systems. As noted above, Figure 4 of Applicants' specification shows a main menu providing five separate system images having status information for their respective systems. At best, Ericksson et al. discloses only two system images (i.e., a volume setting and temperature setting). Thus, these dependent claims provide a further basis for patentability over the cited references.

Finally, Applicants' Claim 6 has been amended to recite a main menu touch sensitive input key displayed on the display screen, the plurality of touch sensitive input keys and the main menu touch sensitive input key being simultaneously displayed on the display screen when each of the first and second system menus is displayed on the display screen. This feature provides a convenient mechanism whereby a user can either return to a main menu from a submenu, or move directly to a separate submenu without the need to navigate back through the main menu. This feature is provided on every submenu. The cited prior art references also do not disclose this feature, and thus Claim 6 provides a further basis for patentability over the cited references.

Consequently, in view of the present amendment, no further issues are believed to be outstanding in the present application and the present application is believed to be in condition for formal allowance. An early and favorable action is therefore respectfully requested.

Respectfully submitted,

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